

INTIMATION



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C.C. OLOROSO	22.30	1.90
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**A. S. WATSON & CO.,
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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 7TH, 1911.

WINSTON CHURCHILL, the first of the race of correspondents of The Times in China, wanted a starting to be taught to say "Free transit throughout China." For fifty years afterwards the same bird with the same cry was wanted, but within the last ten years an enormous advance has been made towards the realization of that ideal. Within that period we have seen the construction in China of lines of railway extending many thousands of miles, and ten years hence if present intentions regarding projected railways are adhered to, it will be possible to travel along great trunk lines of railway to nearly every province of the Empire. But the opening of Chinese waterways to steam and the encouragement of railway communication constitute roads to commerce, not commerce itself. The commercial possibilities in China are doubtless enormous, but so long as China clings to Leki she is always likely, in the words once written of her by GLADSTONE, to remain in the position of a borrower instead of (as she might easily be) the lender. A mining prospector who, many years ago, travelled in the province of Fokien, wrote, "Iron enough here to build railways round the entire world, with coals close at hand to work them, timber unlimited, for the cutting down; and sufficient gold, if the ground is one tithe as rich as it appears to be, to pay for all the labour, not taking into consideration the value of all the other minerals

which are known to exist, notably copper; together with a magnificent water-course which could be used for floating these treasures down to the port. It should be mentioned that this river (Min) could be made navigable for steamers drawing five or six feet of water, for upwards of two hundred miles, with the most ordinary engineering skill. To grow rice for food, and tea to sell, appears to be the only business of the Fokien people, except deforestation, which is carried on to a great extent, for exportation. It seems almost incredible that the Chinese Government know of this great mineral wealth and that they will not allow it to be worked. What is here written of the province of Fokien is true more or less of many other provinces of China, but as railways open up the country in all directions, we are surely approaching the time when China will begin to exploit the mines of wealth which abound in the country. If China had followed the advice tendered to her fifty years ago her position to-day financially, commercially, and politically would have been very much stronger than it is. But between East and West there is a great gulf fixed, and it has taken a long time for European merchants and manufacturers to revise their ideas of the exploitation of the China market. They still have much to learn. The stories that were current after the first war, if not all true were at least well invented. One firm reckoned that in a population of 412 millions, the odd twelve at least would want to wear stockings, and on the most moderate estimate a tenth part of that number would become immediate customers for so useful a foot-covering. Other firms made similar "safe" calculations with regard to their special manufactures; and so consignments of boots and pianos were sent to be "consumed" in freight and charges. And if estimates in detail are erroneous, still more must be estimates in the gross made up of these details. Most of us have read of the disastrous effect of the glowing pictures in English papers which sent men and capital to China on a wild goose chase in the years following the war of 1860. Out of the debris of these ventures, however, a certain legitimate and solid trade did survive; watches, jewellery, mirrors, musical boxes, and a gradually increasing list of articles of furniture have made their way into China, and yet the whole amount of such trade is but trifling. Consuls, however, are constantly pointing out that the standard of living in China is much lower than in European countries, and that a large proportion of articles manufactured in Europe is quite unsaleable here. Thus, Mr. Jamieson, H. B. M. Consul-General at Canton, writes: "Until the development of industries in China has reached a stage considerably in advance of its present one, the market for machinery must be limited to those machines suited for domestic pursuits, or at the best very small factories. It is useless for manufacturers to look to China for a market for elaborate agricultural machinery, motor cars, labour-saving devices in the spinning and weaving trades, &c., as, in the case of motors, there are practically no roads fit for use, while the machinery is quite out of the reach of the Chinese labourer. On the other hand, sewing machines, glues, lamps, and lampware, patent medicines, cigarettes, condensed milk, &c., find a ready sale, but must be cheap. It is often found that the superior but dearer British article cannot compete with the cheaper one from the Continent, and still less with the Japanese imitation, the first cost being a more urgent question with the average Chinese than excellence and durability." A great deal of valuable advice may be found in the Consular Reports; and if only the manufacturers and merchants would be guided by them they would doubtless be saved many disappointments and much useless expenditure.

Mr. A. Fong sends us a number of views taken on the occasion of the opening of the railway. A lady's coat valued at \$40 was stolen on Thursday from No. 7, Stanley Terrace, Quarry Bay. Mr. Maze, Commissioner of Customs, returned to Canton yesterday in the Customs cruiser Kaipan. Two natives who appeared before Mr. Wood yesterday on the unusual charge of hawking grasshoppers were fined \$1 apiece. Mr. J. M. Macdon, Consul for Peru, has returned to the Colony from leave of absence and resumed duty at the Peruvian Consulate. Mr. Mee Cheung, photographer, sends us several photographs of the landing of the American Admiral at Blake Pier on Wednesday, and of the opening of the Chinese section of the Canton-Kowloon Railway at Samohun.

The engagements of the Bishop of Victoria for to-morrow are:—11 a.m., Dedicate the new addition to the chapel and preach at St. Peter's Church, West Point; 7 p.m., address students at St. Paul's College.

which are known to exist, notably copper; together with a magnificent water-course which could be used for floating these treasures down to the port. It should be mentioned that this river (Min) could be made navigable for steamers drawing five or six feet of water, for upwards of two hundred miles, with the most ordinary engineering skill. To grow rice for food, and tea to sell, appears to be the only business of the Fokien people, except deforestation, which is carried on to a great extent, for exportation. It seems almost incredible that the Chinese Government know of this great mineral wealth and that they will not allow it to be worked. What is here written of the province of Fokien is true more or less of many other provinces of China, but as railways open up the country in all directions, we are surely approaching the time when China will begin to exploit the mines of wealth which abound in the country. If China had followed the advice tendered to her fifty years ago her position to-day financially, commercially, and politically would have been very much stronger than it is. But between East and West there is a great gulf fixed, and it has taken a long time for European merchants and manufacturers to revise their ideas of the exploitation of the China market. They still have much to learn. The stories that were current after the first war, if not all true were at least well invented. One firm reckoned that in a population of 412 millions, the odd twelve at least would want to wear stockings, and on the most moderate estimate a tenth part of that number would become immediate customers for so useful a foot-covering. Other firms made similar "safe" calculations with regard to their special manufactures; and so consignments of boots and pianos were sent to be "consumed" in freight and charges. And if estimates in detail are erroneous, still more must be estimates in the gross made up of these details. Most of us have read of the disastrous effect of the glowing pictures in English papers which sent men and capital to China on a wild goose chase in the years following the war of 1860. Out of the debris of these ventures, however, a certain legitimate and solid trade did survive; watches, jewellery, mirrors, musical boxes, and a gradually increasing list of articles of furniture have made their way into China, and yet the whole amount of such trade is but trifling. Consuls, however, are constantly pointing out that the standard of living in China is much lower than in European countries, and that a large proportion of articles manufactured in Europe is quite unsaleable here. Thus, Mr. Jamieson, H. B. M. Consul-General at Canton, writes: "Until the development of industries in China has reached a stage considerably in advance of its present one, the market for machinery must be limited to those machines suited for domestic pursuits, or at the best very small factories. It is useless for manufacturers to look to China for a market for elaborate agricultural machinery, motor cars, labour-saving devices in the spinning and weaving trades, &c., as, in the case of motors, there are practically no roads fit for use, while the machinery is quite out of the reach of the Chinese labourer. On the other hand, sewing machines, glues, lamps, and lampware, patent medicines, cigarettes, condensed milk, &c., find a ready sale, but must be cheap. It is often found that the superior but dearer British article cannot compete with the cheaper one from the Continent, and still less with the Japanese imitation, the first cost being a more urgent question with the average Chinese than excellence and durability." A great deal of valuable advice may be found in the Consular Reports; and if only the manufacturers and merchants would be guided by them they would doubtless be saved many disappointments and much useless expenditure.

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A Chinese was charged before Mr. Wood yesterday with having in his possession 43 tins containing 180 lbs. of opium. He was arrested while taking the drug to the s.s. *Lopangang* in a small boat. His Worship imposed a fine of \$500, the alternative being three months' imprisonment.

Those residents who knew M. G. W. Butt, of the Hongkong and Shanghai Bank, will be sorry to hear that he died on September 7, at the age of 54. Mr. Butt was for several years in charge of the bank's interests in Singapore and left in 1899, going to the office in London as sub-manager. He retired from the service of the bank two years ago.

At the Marine Magistrate's Court yesterday Commander C. W. Beckwith, R.N., fined the master of a fishing junk \$25, the alternative being two months' imprisonment with hard labour, for wilfully refusing or neglecting to stop when called upon to do so by Sergeant Gordon. Defendant's excuse was that it was impossible for him to stop as the tide was too strong.

Further particulars were yesterday received regarding the armed robbery at Shataukok. It appears that five men, after firing a number of shots, gained entrance to a villager's house by climbing on to the roof and then descending into the yard by means of a bamboo pole. One of the shots fired outside hit a woman in the thigh, but she is not seriously injured. The robbers escaped with \$50 worth of goods.

A very attractive programme will be presented at the Sale of Work to be held in the Grounds of St. Andrew's Church, Kowloon, to-day. The sale opens at 3.30 p.m., and various competitions will take place in the afternoon session. But especially in the evening will the entertainment be a good one, as the various items include a show of some fine cinematograph films, and a fireworks display lasting about three-quarters of an hour, when among other subjects Chinese pagoda in firework will be witnessed. The admission price to each session is 50 cents only.

A Chinese boatman on Thursday obtained a contract at West Point to carry off a cargo of goods to a ship in harbour. A second boatman wanted to participate in the labour and share the profits, and because the first man was not agreeable to this suggestion he caused trouble. What was originally a quarrel between two men developed into a fight in which some fifteen men and women took part. When the police arrived on the scene they arrested two men and a woman, and the trio were charged before Mr. Wood at the Magistracy yesterday. After hearing evidence his Worship bound the defendants over in the sum of \$50 each to keep the peace for six months.

Yesterday morning a report was made to the water police at Kowloon that while cargo was being transferred from a German steamer to the godown a quantity of Lumsden brand was stolen. Sergeant Wills was deputed to make inquiries and arrested a Chinese carpenter employed in the godown. This man subsequently took him to the place where the stolen brand was concealed; and as a result of further investigation a coolie was arrested, also a shopkeeper who purchased a quantity of the stolen brand. The three men were charged before Mr. Wood at the Magistracy yesterday, two with larceny and the shopkeeper with receiving stolen property. After hearing evidence his Worship sentenced the carpenter to three months' imprisonment and four hours' stocks, and discharged the other two defendants.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, October 5th.

ANNIVERSARY OF THE REPUBLIC.
To-day the inhabitants of Macao celebrated the first anniversary of the Portuguese Republic. A brilliant reception was held at the Senado, which was attended by many ladies. H.E. the Governor and Dr. Pessanha (the Chief Justice), who is President of the Senado, addressed the gathering, and each speaker eulogised the good work done by the Republican Government in the one year of its existence. His Excellency the Governor afterwards reviewed the troops, which assembled on parade 1,000 strong. The new flag was saluted, as to stirring martial strains the different detachments marched past the saluting base in review order. The men were afterwards marched back to barracks and were given a holiday to share in the festivities. Members of the Masonic Lodge met to celebrate the occasion, and distributed food amongst the poor. A grand fair was held at the Tap-sac, and the many spectators who attended it enjoyed themselves thoroughly. In the evening the City was illuminated, the scheme having been carried out by public subscription.

ALHAMBRA DESTROYED BY FIRE.
While the festivities were at their height the fire alarm was sounded, and it was discovered that the Alhambra, the quarters of the Jockey Club, was ablaze. The fire broke out at 11.15 p.m., and shortly afterwards the building was completely destroyed. The Fire Brigade were promptly on the scene, but they were unable to get a supply of water until 12.40 a.m., and then, of course, it was useless. There was a water plug in the vicinity, but, as usual, no hydrant. Perhaps the Government will provide one for that quarter now.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE ITALO-TURKISH WAR.

A ONE-SIDED BOMBARDMENT.

London, October 6th.
The bombardment of Tripoli proved a one-sided affair, every shot from the insignificant Turkish guns falling far short.

TURKISH BATTERIES EVACUATED.

LATER.
Reuter's correspondent at Rome wires that Admiral Faravelli reports that the Italian cruisers have entered the harbour of Tripoli. Two officers landed, and found the outer batteries dismantled and evacuated. The only dead bodies seen were on the quays.

The batteries of the inner fortifications have hitherto been spared, but the bombardment will be continued unless they capitulate.

THE FIRST TO LAND.
Marines and bluejackets will probably form the first landing force to clear out local resistance.

NEWSPAPER CORRESPONDENTS COOPED UP.

Newspaper correspondents are cooped up at Malta and Tunis, where they are unable to see anything, and are not allowed to proceed.

A BREACH OF NEUTRALITY.

Reuter's correspondent at Port Said wires that the Italian Consul has protested to the Governor of the Suez Canal against the permanent stay in the harbour of the Turkish transport *Kaiser*, which has been there since September 30th, thus constituting a breach of neutrality in the Canal.

TURKEY'S NEW CABINET.

Said Pasha's new Cabinet please neither the Committee of Union and Progress nor the Moderates, who support Kiamil Pasha.

THE OTTOMAN SQUADRON.

Latest reports from Constantinople state that the Turkish squadron has arrived at the Bosphorus from the Dardanelles. Heavy firing is reported northward of the Dardanelles.

ITALIAN ENTHUSIASM GROWING.

LATER.
Reuter's correspondent at Milan wires that war enthusiasm in Italy is growing.

"FOR THE TRIUMPH OF CIVILISATION."

The Bishop of Cremona has written a pastoral letter approving the war as "a hard necessity for the triumph of civilisation."

ITALIAN VOLUNTEERS.

Many of the highest nobles and deputies are going to the front with the fleet. Ten aeroplanes are assembled at Naples, and 5,000 native troops from Eritrea have volunteered for service in Tripoli.

INVOKING AID FROM THE PROPHET.

Reuter's correspondent at Constantinople wires that the Sultan has ordered prayers to be offered in the Mosques invoking the aid of the Prophet.

BOYCOTTING ITALIAN GOODS.

A boycott of Italian goods has begun in Turkey.

GRECIAN TROOPS MOBILISING.

LATER.
Greece has mobilised two battalions on the frontier in response to the Turkish mobilisation at Epirus.

ULTIMATUM WITHDRAWN.

Reuter's correspondent at Corfu wires that the ultimatum of the Duke d'Abruzzi, that he would bombard the port of Preveza if the Turks did not surrender the warships in the harbour, has been withdrawn.

ITALIAN FLAG HOISTED IN TRIPOLI.

An official despatch from Tripoli says the Italian flag was hoisted over the Sultan's fort at noon yesterday, and was greeted with salvos of artillery. The fort was occupied by the landing parties who, while protected by the fleet, part of which was anchored a short distance away, dismantled the fortifications.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

PEREMPTORY ORDERS FROM ROME.

Reuter's correspondent at Rome wires that the Government has renewed its peremptory orders that Italian warships are not to carry out militant operations along the Turkish coasts of the Adriatic, or in the Ionian seas.

ANNIVERSARY OF PORTUGUESE REPUBLIC.

London, October 5th.
The anniversary of the proclamation of the Republic of Portugal was celebrated at Lisbon and Oporto yesterday. The President reviewed the troops at Lisbon.

THE ROYALIST RISING IN PORTUGAL.

London, October 6th.
Arrests of Monarchist suspects and domiciliary visits continue to be made at Oporto.

It is impossible to ascertain the facts concerning the situation in Portugal.

Official telegrams report everything quiet and satisfactory, while telegrams to Spanish newspapers say that the Monarchist rising in North Portugal has extended considerably, and that the soldiers under Prince Joseph Braganza and Captain Conceiro are advancing in three divisions.

Oporto and other towns have received the Royalists enthusiastically, and only by the garrison at Ovar were they resisted feebly. It is the intention of the leaders to declare Oporto their capital and headquarters for the conduct of operations for the capture of Lisbon.

LATER.
Reuter's correspondent at Lisbon says it is rumoured that a strong Royalist force has crossed the frontier near Braganza.

MAMMOTH LINER FOR THE C.P.R.

London, October 6th.
The Canadian Pacific Railway Co. announces that it is building a steamer twice as large to replace the *Empress of China*, which was wrecked at Cape Eura, Japan, on July 27th.

DISORDERLY SCENE IN AUSTRIAN REICHSEATH.

London, October 6th.
Reuter's correspondent at Vienna wires that an attack on the Minister for Justice in the Lower House of the Reichsrath for the severe sentences passed on rioters on September 18th and 19th, provoked a heated scene, during which a man in the gallery fired five shots at the Ministerial bench at which were seated the Ministers of Justice and Education.

Nobody was hit, and the man was arrested. The House adjourned in a most disorderly manner.

DEFENCE AGAINST STRIKES.

London, October 6th.
Steps are being taken to form a Federation of London Manufacturers for defensive purposes against strikes.

GOLF.

London, October 6th.
The final of the golf tournament for the *News of the World* prize of £400 was played on Walton Heath, when Braid beat Ray 1 by one up.

THE CORONATION OF THE KING OF SIAM.

FOREIGN ROYALTIES COMING.
The *Bangkok Times* learns that among those who will be present at the forthcoming Coronation ceremony in Bangkok will be:—His Highness Prince Alexander of Teck, the brother of Queen Mary, representing Great Britain. His Royal Highness Prince Waldemar of Denmark. M. de Margerie, formerly Minister to this Court, representing the French Republic. His Imperial Highness the Grand Duke Boris, representing Russia. His Imperial Highness Prince Higashi Fushimi (who also attended the British Coronation) representing Japan. The United States. The Netherlands, Belgium, and Italy will not be specially represented. Germany has not yet notified her intention of sending a special representative. The representatives, of course, will be the guests of His Majesty the King during their stay in Siam, and will be accommodated in the Saranrom and Dusit Park palaces, and perhaps the residence erected for the King when Crown Prince, in the precincts of the Grand Palace, will also be utilized. It is possible that the Grand Duke Boris may stay with the Heir Presumptive in his palace at San Dusit. The British representative may travel up from the China station.

SUPREME COURT.

Friday, October 6th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (ACTING CHIEF JUSTICE).

PAYING THE LIMIT.

Cassim Ahmed sued Mrs. W. M. Goulding to recover \$41.56 for goods sold and delivered. Mr. F. X. d'Almada e Castro appeared for the plaintiff and defendant was in person.

His Lordship—Do you owe this money? Defendant—Yes.

His Lordship (to Mr. Almada)—When was this account contracted? Mr. Almada—Some months ago. It has been long outstanding and the defendant has offered instalments of \$5 a month, but my client asks for \$10.

His Lordship—I don't think she can pay more than \$5. She is paying enormous amounts already.

Mr. Almada—Her husband has free quarters. His Lordship—What is the money for? Mr. Almada—For dresses, shoes and other articles for her use. Her husband has no rent to pay.

His Lordship—I think she is paying almost as much as she can. I will make an order for payment of \$5 a month, the first instalment to be paid on November 1st.

ACTION FOR EJECTMENT.

Lee Shew v. the Lee Hing was an action for ejectment. Mr. Ho represented the plaintiff, and Mr. M. Reader Harris appeared for the defendant.

Mr. Ho asked his Lordship to fix a day. Mr. Harris—I would rather have an adjournment. There are a good many points in this case.

Mr. Ho—An adjournment would 'prejudice my client. He wants possession as early as possible.

His Lordship—In this a lease? Mr. Ho—A monthly tenancy. Mr. Harris—I am instructed to ask for an adjournment. I think there are a good many points to be raised in the action.

His Lordship—An action for an ejectment is rather a special case, and I don't see why I should not take it soon.

Mr. Ho—My friend ought to know all his objections already. This is not a case where there are numerous particulars, and notice to quit was duly given.

His Lordship fixed the hearing for Wednesday morning, and made an order for mutual discovery.

AN ABSENT DEFENDANT.

The Tung On firm sued Chan Shun Kee and another to recover \$920. Mr. Reader Harris appeared for the plaintiff, and Mr. Hung represented the defendant.

Mr. Hung asked his Lordship to allow the case to stand over for another week. His client went away on business on Saturday last, and he had been unable to obtain instructions.

Mr. Harris—I rather wished to have the case fixed. I think my friend's client has only gone away to get it adjourned.

Mr. Hung—I had everything prepared when I found my client had been called away by telegram to Swatow. If the case goes on I must ask for pleadings.

Mr. Harris—I asked my friend to apply for pleadings last Friday, and he would not. Mr. Hung—There is no hurry for the action to come on.

His Lordship—The plaintiff may like to get his judgment. I will fix the 26th for the hearing.

Mr. Hung—I should ask for pleadings if the case goes for trial.

Mr. Harris—Ask for pleadings now. Mr. Hung—I have no instructions. His Lordship—Either you want pleadings or you don't. When are you going to apply?

Mr. Hung—I am going to apply for the case to be transferred to the Original Jurisdiction of the Court.

His Lordship ordered pleadings, and fixed the hearing for October 26th, subject to Mr. Hung's application to transfer the action to Original Jurisdiction.

COMIC OPERA REBELLION.

Writing on the recent disturbances in Szechuan, the Peking correspondent of the *N. C. Daily News* says:—It will probably be some weeks before we are in a position to determine exactly what has happened in the neighbourhood of Chingtu. It will be interesting, for instance, to learn whether the rebels have been defeated by feats of arms, or whether, as one Chinese report stated, they were bought off by an indemnity of 40,000 cash for each victim of the Imperial troops. It will be interesting, too, to learn how a city, which is being simultaneously attacked from four points and is in a state of siege, can open its gates at stated hours daily to admit supplies of food and water. The whole affair, now that it appears to be on a fair way to settlement, savours of a comic opera rebellion. Critics there are who declare that the attack on the Viceroy's yamby by thousands "burning and slaying" was probably the way in which the throwing of a brick on the Vicerogal roof by an exasperated coolie was reported to Peking. It is a relief, however, to be able to look at the humorous side of the matter after a period of genuine anxiety regarding the safety of the little hands of 180 foreigners who were unable to leave Chingtu. And if subsequent reports confirm the impression that official reports have greatly exaggerated the seriousness of the situation, the Viceroy is at any rate entitled to gratitude for the prompt and efficient measures he took for the protection of the foreigners under his care.

307.N

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The original and only genuine Lemco
Company's Estate of 1862.

It has long been known that LEMCO is not only perfectly digestible in itself, but it enables one to get much more nourishment from other foods partaken of.

Its action on the digestive system is so rapid, that many children and dyspeptics who cannot digest milk, can do so if a little Lemco be added to it. There are many valuable uses of Lemco besides the making of food and the strengthening of nerves and organs.

LEMCO, Thomas House, London, E.C.

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JOHN JAMESON'S WHISKY
unequaled for flavour and purity.
Guaranteed to be
PURE POT STILL WHISKY
Famous for over 100 years.
John Jameson & Sons, Ltd., Dublin.
Distillers to H.M. The King.

Shipped direct
from the famous
lime groves of
MONTERRAT—a
beautiful West Indian
island.

"Montserrat" Lime Juice.

Shiploads of
thirst-quencher
is a description which may be applied
to the cargoes of the vessels "Cire" and "Otar," which dropped anchor recently in Liverpool docks. The first brought 50,000 gallons, and the second 40,000 gallons of pure health-giving lime juice, direct from the island of Montserrat—the famous tropical home of the cultivated lime-fruit from which comes

"MONTERRAT" LIME JUICE.

Suggested in two forms—
Unsweetened, for pure Lime Juice.
Sweetened, for Lime Juice Cordial.

Stomalix
An absolutely safe and harmless
Restorer of
Healthy Digestion

Recommended by the medical profession; prepared by Dr. de Cario, a physician, surgeon and pharmacologist of the highest standing in France.

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SOFT, SMOOTH AND WHITE
all the year round.

Removes and prevents Roughness,
Redness, Irritation, Tan, etc.,
COOLING AND REFRESHING
DURING THE SUMMER HEAT.

M. BEETHAM & SON,
CHILTERNHAM, ENGLAND.

A TERRIBLE RIDE.

(By CHARLES J. HALCOMBE.)

Are you a believer in dreams? I am, though my faith in them has only been confirmed very recently by a remarkable event which occurred to an intimate friend of mine, and which has taught me to regard these problematical visions as emanating from a source, or sources, other than mere "fumes and indigestion that oppress the mind." In telling the story, I will quote from a somewhat lengthy epistle received from this friend, who is now in Northumberland—on his honeymoon. I am not at liberty to mention his name; nor will it be necessary. Let it be sufficient for me to assure the reader that his integrity is unquestionable; that he is a most agreeable man who has travelled widely; and, what is more to the point, that he has accumulated a considerable fortune in the shipping trade, and, being an ardent lover of the wheel, has written the words of several popular cycling songs. I will now proceed to quote from the aforesaid letter.

"It has been a busy day in my London office, closing accounts for the Summer season and attending to other business, and it was with a light heart that I made my way home to my diggings, in St. John's Wood, to make final preparations for the morrow, when I intended to start on a cycling tour to the North. I have never been altogether an observer of that homely adage 'early to bed and early to rise,' etc., but on that particular night I retired to rest at an unusually early hour, having made up my mind to rise with the birds in the morning. After I had got into bed, it was some time before I could compose my mercurial mind to a normal state of tranquillity. At length, however, I became tired of making plans and building castles, and Pallas kindly 'poured sweet slumbers on my soul,' and I knew no more. For some hours my repose was perfect. Then it was disturbed by a very realistic dream, which is worth relating, as subsequent events proved it to be a prophetic one.

"I was cycling along a peaceful and decidedly lonely country lane with high trees and brushwood on either side, the minutest details of the scene being represented. From one of the tallest trees a withered branch protruded, like a gibbet, across the road; and, beneath this, the repulsive faces of two men glared at me from the dense undergrowth, which obscured their bodies from my view. So fierce and menacing were their looks that I felt horrified, and suddenly awoke with the feeling of dread strong upon me. However, this illusion was soon dispelled; for it was now broad daylight and the noisy sparrows were chirping on my window-sill. Springing from my bed, I hastily dressed myself and partook of an early breakfast which had been laid overnight; and, before the smoke of the great metropolis began to ascend from its myriads of blackened chimneys, I mounted my trusty steed of steel and sped swiftly away to the stilly haunts beyond.

"Two days passed uneventfully, during which time I made fairly good progress, being favoured with exceptionally fine weather and no mishaps. The incident which I am about to relate, and which was destined to play an important part in my life, occurred that summer, while I was on a cycling tour in the North of England. The scenery was superb, and the accommodation at the various inns all that could be desired. No doubt scores of fastidious wheelmen had been there before me, and, be it said to their lasting credit, wherever they passed over the land they leave a far more lasting memento of their visit and something infinitely more suggestive of comfort and civilization, than merely a thin line in the dust; they leave oil-baths and servants who anticipate your every wish, and wholesome fare.

"One evening I stopped at a small inn on the outskirts of C—, It was a quiet archaic place, with a spacious tea-garden at the back. I was standing at the open window of the bar-parlour meditatively admiring the sylvan scene and the Norman tower of an old Church which rose above the deep foliage of chestnut trees, when my attention was arrested by a soft melodious voice humming an air which was familiar to me. 'The Cyclops' Lullaby'—at least, the following lines of it:

"When daylight fades and shadows fall
Alas! the western sky,
And moon and stars shine o'er all
The world, then you and I
Side-by-side thro' the peaceful night,
Riding at lightning speed,
Will homeward wing our silent flight
On swift and noiseless steed.

"The voice was apparently that of a female, and seemed to proceed from someone standing outside to the left of the window. Leaning out, I saw a young girl busily engaged in stopping a puncture in the front wheel tyre of her bike. I hardly know how to describe her. She was of medium height; her hair was of a golden-brown tint; and her eyes were deeply lashed—I was not near enough to see their colour, as the twilight was deepening, though I have since learned that they are brown—and she looked altogether bewitching. She seemed such a lively cheerful little woman that it did me good to stand there secretly quizzing her. But she happened to look up unexpectedly and caught me peeping at her; but she only smiled demurely and stopped humming. She seemed to be quite at home there; for she called the cyclist by name and, taking a letter from her pocket, asked him to go and post it. So I concluded that she either lived at the house or was stopping there for the night. However, I soon learned from the jovial old host who came to inform me that my dinner was ready, that she was the daughter of the Squire of E—; a rich old miser who at stated periods sent her to collect his rents in various parts of the surrounding country.

"Well, as luck would have it, I saw nothing more of the young lady that good night, though I had the privilege of hearing her tateful voice about the house.

"Next morning I was up somewhat earlier than usual, in fact, I had resumed my journey before all the occupants of that rustic hostelry were abroad. I have never been very sentimental, and I am now rather ashamed to confess that I had almost forgotten the comely damsel who had so attracted my attention on the previous night, though now and again she flitted across my memory, and I vaguely wondered whether she was travelling my way.

"Throughout the day I rode leisurely through the bright sunshine, only pausing for my midday meal, which I carried with me in the shape of beer and ham sandwiches; for that part of the country was sparsely populated, there being only a few isolated homesteads standing amidst fields of waving oats and corn.

"At times I became lost in fitful moods of reverie; and these seemed to grow upon me as the day advanced. Once more the image of that fair lady rose before my mind's eye, and I began to speculate as to whether fate would bring us together again at my next halting-place, which would be in the quiet of B—m.

"I had relapsed into one of these periods of meditation, and, with head down and legs working mechanically, was riding through the deepening twilight, when I was suddenly startled by the shrill piping cry of a jackdaw, or some such bird, close to me. Awakening, as from a dream, I skidded on a stone and overbalancing myself went sprawling with my machine into the hedge. Picking myself up, I looked about me in blank bewilderment—for there before my very eyes was the scene of my former dream.

"It gave me quite a start. There was the gibbet-like branch stretching across the road, and beneath it the thick undergrowth; and in the background on either hand were dense woods. I almost expected to see the ugly faces of my vision peering at me from the bushes; but they were not there.

"A strong foreboding of impending danger took possession of me; indeed, I felt convinced that I was destined to play a part in a real drama of which my dream had been a premonition. As you may imagine, I did not altogether relish the situation; but, somehow, or other my inherent curiosity got the better of my scruples and prompted me to stay and see the matter through; and again my thoughts reverted to the girl I had left at the inn, and I wondered whether she was in any way connected with the mystery.

"I looked cautiously around me, scanning the immediate neighbourhood to make sure that I was not observed by anyone. Having thoroughly reconnoitred the position, I selected a hiding-place best suited to my purpose. Then, secreting my bike in a handy place behind some bushes a little further down the lane, I cut myself a stout blade from a tree. Though a primitive weapon, it might prove useful, and was decidedly better than nothing. I now announced myself in the densest part of the bushes at the roadside and there anxiously watched and waited.

"It was a wearisome and unpleasant night, in that dreary out-of-the-way place, and the time passed slowly indeed. The dark of evening deepened, and the moon at length rose above the trees, which cast their shadows athwart the narrow lane. I was just beginning to get incredulous as to the importance of my dream and to question the advisability of remaining there any longer, when suddenly the sound of gruff whispering voices fell upon my listening ear. Looking round, I saw two men—whose faces I could not see distinctly—rise up on cycles and dismount almost opposite to my hiding-place.

"With bated breath and nervous hand, I craned my eyelids more tightly and watched them hide themselves in the bushes, ready to spring out upon their intended prey.

"Again all became oppressively silent; and the moon mounted higher and higher, its weird light flooding the dismal though memorable scene. Then a bat came out and wheeled its silent flight amongst the trees; sometimes almost brushing against my face: I dare not move, nor even to shift my cramped position; for the two soundless on the opposite side were so close that the slightest movement on my part would have been noticed by them.

"Just as the distant notes of a nightingale fell upon my ear, I observed a movement on the other side of the way and heard a hurried whispering. And then, through the patches of moonlight and gloom, there came the very person I had half expected to see—the young girl I had met at the inn. I was able to identify her at once, since she was humming the air of my new song.

"Grasping my rude weapon, I glanced breathlessly from the fast-approaching figure to those in ambush. The two repulsive faces were raised, so that the light fell upon them, and they glared eagerly and vindictively towards their intended victim; and they were the faces I had seen in that fateful dream. I raised myself slightly, in readiness to spring out upon the wretches.

"Now she was nearly in front of them. I dashed forward just as they emerged at a bound from the bushes. She was between us. A blow just missed her head and struck her machine, which swerved and fell.

"Mount and ride for your life!" I cried, aiming a blow which felled one of the men as a shot whistled past my head.

"The noble girl, recognizing me, seemed to hesitate. Then, seeing one of our assailants fall, she did as I bade her, and mounting quickly dashed away.

"As she fell, the other rushed to his cycle, in-

tent upon catching the fugitive. While he was mounting, and the taller ruffian was scrambling to his feet in a dazed manner, I dropped my eyelids and, rushing to my machine, sprang into the saddle just as both the scoundrels came sprinting after me with oaths and volleys from their revolvers. One bullet knocked my cap over my eyes and another lodged in my saddle.

"It was a desperately exciting race, with those devils in full cry after me. Bending well forward and grasping the handles firmly, I rode for dear life and soon came up with my heroine.

"Ride your level best!" I cried to her as cheerfully as possible under the circumstances, for, although we had the start of our murderous pursuers, they were coming along at a furious pace and evidently rode light racing machines.

"Shot after shot whistled past us, most of them dangerously close. Now and then my handles were shattered in splinters, tearing two of my fingers and slightly lacerating my hand. But I hardly noticed the wounds then; it was a race for very life with two blood-thirsty scoundrels who might yet bury us both in that world-forgotten place. We were fully alive to our danger, and rode side by side as we had never ridden before. At length we began to lengthen the distance between us and our pursuers—especially since they stopped once to reload their weapons.

"We are coming to the cross-roads!" My companion suddenly gasped, as a shower of bullets struck our machines and tore our clothes, one passing through the fleshy part of my left arm.

"My front tyre is struck!" she then cried, as her machine suddenly dragged and swerved against mine.

"Quick—jump on my step!" I replied, clutching her right hand and slackening speed.

"With wonderful agility she dismounted from her disabled machine and throwing it aside sprang up behind me, holding fast to me as I urged my doubly-loaded little Humber forward. My lamp was not lit, but fortunately the moon was clear and full, so that I could see a long distance ahead. But I soon saw that which made me involuntarily shudder: that, at the cross-roads, one way led down a terrible incline, and the other over rough undulating country.

"Take the hill!" the brave girl cried in a tremulous voice, grasping me tighter.

"Before us was a white line leading downward. It was like a precipitous slide, or shoot, on the side of a mountain.

"Yes, we must go, I breathed through my clenched teeth, at the same time turning a little to the right to take the centre of the road. We were now on the brink of the hill and our pursuers close behind.

"Hold firm—tightly!" I ejaculated in a hoarse voice, as I let the machine go.

"Down—down—we literally flew—almost leaping through the air. My eyes seemed blind, though fortunately my nerves remained steady and my arms rigid in the grip of my hands on the handle bars. Down we sped—a blurred line on either side—and a rush of dusty air under us. But we reached the valley below. Providence and my little Humber had won.

"Yes, the end was reached in safety; and, as my trusty machine gradually decreased its terrific speed, the welcome lights of B—m village bore in sight. And before I had time to slow down we were up to the door of a homely old inn, where the sturdy host was standing in readiness to greet us. We were the first cyclists who had ever ridden down that hill—and probably the last. Our pursuers had wisely remained behind; nor did we hear of them again.

"As we entered the parlour-bar, my new friend turned her fearful face to me, and, extended her hand, which of course I grasped.

"I owe you my life," she said in a sweet quivering voice; "for you have saved it. How can I thank you?"

"It only remains for me to add that she is now my wife.

THE PREACHER'S SECRET!

"I have lived long enough," says an eminent clergyman, "to learn that the secret of happiness is never to allow one's energies to stagnate."

"It's easy talking, but we have to allow some things to happen, whether we will or not. When a man hasn't a morsel to eat, and can't get food anywhere, he is obliged to 'allow' himself to go hungry. And 'energies' come from something—they depend on something. When that something fails, then the energies stagnate in spite of all the talk in the world.

Just listen to Mr. Francis, who lives at 287, Ungeni Road, Durban. Speaking of his own experience, he says: "I often went to work in the morning feeling so tired and used up that I often felt inclined to give in."

In other words, his energies were stagnated—a thing the preacher says ought never to be allowed to happen. Why did it happen? Let Mr. Francis himself explain. "I suffered severely from indigestion. My heart palpitated so much that I felt every beat. My sleep was broken. My appetite was so poor that I was scarcely able to touch food. I became thin and weak, my nerves were shattered and, taking things altogether, I was in a bad way. In spite of medicines, I got no better."

We venture to say that the preacher never had indigestion like that man had it, or he would never have talked so glibly about not letting one's energies stagnate, whether they will or not. All they can do is what Mr. Francis did—get rid of indigestion—and then their energies will stagnate no longer.

Mr. Francis' letter tells us how he was cured. He writes: "I took eight bottles of Mother Seigel's Syrup, and I have been in the best of health ever since."

That is testimony enough to the curative powers of Mother Seigel's Syrup, for it has not only restored Mr. Francis to health, but it has kept his digestive system in thorough working order! If you wanted further proof of the value of Mother Seigel's Syrup as a family remedy, here it is, in Mr. Francis' own words: "I have used the Syrup for my wife and children with equally good results, for Mother Seigel's Syrup is an excellent household remedy."

People who lack energy, feel tired, languid, feeble, nervous, need one thing to make them strong, bright, vigorous and comfortable again, viz., food. Food will do it, when everything else has failed. After it is digested it will do it—not before. When your stomach is deranged and cannot digest food, Mother Seigel's Syrup, the herbal tonic, will tone up and help it to do its work. For 40 years past, Mother Seigel's Syrup has brought energy, health and happiness to thousands of tired, dyspeptic men and women just as it will bring these blessings to you! As a digestive tonic and stomachic remedy, Mother Seigel's Syrup is unrivalled. Try it to-day, and prove its worth!

"As she fell, the other rushed to his cycle, in-



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Johnnie Walker always goes in.

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RUBBER SHARES.

SINGAPORE QUOTATIONS.

Singapore, September 29, 1911.

[Messrs. LYALL AND EVAT'S LIST.]		
Nom. Value.	Buyers.	Sellers.
2 1/2 Alagar	36 4	
2 1/2 Alagar	135 140 1/2	
2 1/2 Anglo-Java	42 49	
1 Anglo-Johore	63 76	
2 1/2 Anglo-Malay	178 184	
2 1/2 Anglo-Sumatra	576 689	
1 Ayer Kuning	198 218	
1 Banteng	408 476	
2 1/2 Batai Malaka	169 181	
2 1/2 Batai Caves	728 789	
1 Batai Pira	186 205	
1 Batai Borneo	439 463	
1 Bukit Kajang	763 804	
1 Bukit Lintang	245 240 1/2	
2 1/2 Bukit Mertajam	230 246 1/2	
2 1/2 Bukit Selatong	18 18 1/2	
2 1/2 Carey United	126 126	
1 Castillejo	384 399	
2 1/2 Charoisse	141 149	
2 1/2 Chindul	162 144	
2 1/2 Chindul	326 368	
2 1/2 Chindul	169 171 1/2	
2 1/2 Consolidated Malay	1076 1154	
1 Damansara	226 256	
1 Dennistown	8 9 1/2	
2 1/2 Edinburg	190 210 1/2	
2 1/2 Federal Selangor	33 1/2 46 1/2	
2 1/2 Galang Besar	806 904	
2 1/2 Galang	78 76	
1 Golden Hope	172 190	
1 Harpenden	485 410 1/2	
2 1/2 Hawwood	808 846 1/2	
2 1/2 Highlands & Lowlands	150 157 1/2	
1 Inch Kenneth	181 182 1/2	
2 1/2 Jasin	68 106 1/2	
2 1/2 Johore R. Lands	106 118	
1 Jorru	240 366	
2 1/2 Kampong Kwangong	137 154	
2 1/2 Kampong	115 125 1/2	
1 Kapi Pura	96 106 1/2	
1 Kepitella	120 130 1/2	
1 Keping	93 106 1/2	
1 Kuala Lumpur	70 75 1/2	
2 1/2 Labu (F.M.S.)	58 62 1/2	
1 Landan	226 286 1/2	
1 Leathery f.p.d.	59 101 1/2	
2 1/2 Linget Ord.	104 113 1/2	
2 1/2 London Asiatic	113 158 1/2	
2 1/2 Lumut	153 166 1/2	
1 Lunan 7 1/2 Prof.	155 169 1/2	
1 Marlimau	389 48	
2 1/2 Marlimau	146 28	
2 1/2 Mount Austin	276 318 1/2	
1 N. Kuning 16 1/2	56 63 1/2	
2 1/2 Padang Jawa	24 27 1/2	
2 1/2 Pataleg	42 45 1/2	
2 1/2 Peleph	36 41 1/2	
2 1/2 Perak	610 78	
2 1/2 Permas	186 214	
2 1/2 Port Dickson	28 28 1/2	
1 Rumbia Pref.	218 248	
1 R. Est of Johore	368 404	
2 1/2 R. Est of Krin	28 39	
2 1/2 R. Invest Trust	84 96 1/2	
1 Sagar	220 239	
1 Seaford	90 100 1/2	
2 1/2 Selangor	413 449 1/2	
2 1/2 Serdang	213 244	
2 1/2 Seremban	38 48	
2 1/2 Seremban	676 726 1/2	
1 Sheffield	558 613 1/2	
1 Sialang	393 426	
2 1/2 Singapore Para	3410 483	
2 1/2 Straits B. Bertam	584 589	
2 1/2 Straits Rubber	889 978	
2 1/2 Sumatra Para	38 97 1/2	
2 1/2 Sungai Choh	68 73 1/2	
2 1/2 Sungai Kaper	109 113 1/2	
2 1/2 Sungai Krian Pref	226 263 1/2	
1 Sungai Salak	676 789	
1 Sungai Way	100 110 1/2	
1 Tanjong Malim 12 1/2	18 18 1/2	
1 Tanjong Prof	163 205	
1 Tobru	576 638	
2 1/2 Tremalio	926 989	
1 United Seling	956 108	
1 United S. Betong	218 236	
2 1/2 United Sumatra	62 76 1/2	
2 1/2 United T. Suming 13 1/2	44 1/2	
2 1/2 Val d'Or	1610 24	
2 1/2 Vallambrosa	2749 293 1/2	
2 1/2 Yun Seng	763 866	
2 1/2 Alor Gajah	3140 145	
10 Ayer Hitam	3400 3600	
1 Ayer Kuning	0.55 0.65	
1 Ayer Molek	1.87 1.90	
5 Ayer Panas	4.60 4.65	
1 Balgwaie	8.00 8.25 1/2	
1 Bukit Timah	10.00 10.00	
1 Bukit K. B.	0.67 0.72 1/2	
10 Chong Cherdas	4.50 5.03	
10 Chers, S8 pd	2.50 3.00 pm.	
21 Duff	3.75 4.00	
21 Glenady	1.50 1.60	
10 Haytor	6.00 7.25	
10 Hendrietta, S8 pd	1.00 1.10	
10 Indragiri	5.75 6.00	
1 Jimah	0.35 0.40	
5 Kelomak, S4 pd	3.00 3.25 1/2	
5 Kempas	1.85 2.10	
5 Lunas	1.15 1.25	
1 Malaka Fina	0.57 0.62 1/2	
2 Malakoff	1.50 1.55	
5 Mantin, S4 25 pd	0.50 0.52	
5 Merapi	0.90 1.25	
2 New Serendab	1.95 2.00	
5 New Singapore	4.90 5.00	
1 Nyalas	0.35 0.37 1/2	
5 Pajam	9.90 9.75	
1 Pantan	1.00 1.05	
10 Pegoh	28.00 28.50	
10 Pulau Balang, S250 pd	1.50 1.25 1/2	
1 Punggor	0.40 0.55	
5 Radella	9.00 10.00	
2 Sandoroff	17.00 17.50 1/2	
2 Singapore & Johore	9.50 10.00	
2 Sungai Ragan	0.70 0.75	
10 St. Helena	15.00	
1 Tambak	0.50 0.50	
5 Teluk Anson	4.00 4.10	
2 Trafalgar	0.65 0.75	
1 Ulu Pandan	0.50 0.52 1/2	
1 United Malacca	0.52 0.55	
1 United Singapore	1.05 1.10	
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SHANGHAI SHARE QUOTATIONS.

On 23rd September, 1911.

[J. P. Bisset & Co.'s List.]

COMPANY.	PAID UP	QUOTATION
Banks.		
Hongkong & Shanghai	\$126	\$930, buyers
Insurance.		
Union Society C'n	\$100	\$825, buyers
North-China	25	Ts. 182 1/2, sales
Yongtze Assurance	\$50	\$224
Carlton	\$50	\$210, sales
Hongkong Fire	\$50	\$360, sales
China Fire	\$20	\$123 1/2, sales
Shipping.		
Indo-China (pref.)	25	Ts. 49, sellers
Shell Trans. (ord.)	21	23.16 1/2
and Trading (pref.)	210	211.00
S'hai Tug & (pref.)	250	Ts. 17 1/2, sellers
Lighter (ord.)		Ts. 45, buyers
Kochien Transport	T50	Ts. 30, sellers
and Tow-Boat		
Docks & Wharves.		
S'hai Dock & Eng.	\$100	Ts. 59
H. & W. Dock	\$100	Ts. 61, buyers
S. & H'kov Wharf	\$100	Ts. 83, sellers
H. K'loon W. & G.	\$50	\$181, buyers
Yangtze	\$100	Ts. 180
Mining.		
Raub Australian	21	\$—
Chinese Eng. & Min.	21	Ts. 14 1/2, sellers
Lands.		
S'hai Investment	T50	Ts. 94
H'kong Investment	\$100	194, buyers
Humphreys' Estate	T10	163, sales
Weiheiwai	T20	Ts. 41
China	T50	Ts. 40
Anglo-French	T100	Ts. 94, buyers
Plantations.		
Alma Estate, Ltd.	21	Ts. 7, sellers
Ayer Tawah Rubber		
Fatien Co., Ltd.	T7 1/2	Ts. 10 1/2, sales
Chempedak	21	Ts. 12
Dominion Rubbers	T10	Ts. 23 1/2
Kulumpang Rubber	21	Ts. 11.90
K. Java Estate, Ltd.	T7 1/2	Ts. 41, buyers
Selangor Rubber	T5	Ts. 20, sales
Tobacco	T20	Ts. 95
T. R. & T. Estate Co.	21	Ts. 12, sellers
Cottons, etc.		
Ewo	T50	Ts. 90 1/2
Internationals	T75	Ts. 44
Laon Kung New	T100	Ts. 66
Soy Chiao	T50	Ts. 24
Shanghai Cotton	T50	Ts. 55 1/2, buyers
Industrial.		
A. Butler Cement	T50	Ts. 28, buyers
Tilo Works	\$100	\$72 1/2, sales
Anglo-Ger. Brewery	T50	Ts. 21
China Flour Mill		
China Im. & Ex.		
Lumber	T100	Ts. 76, sales
C. Sugar Refining	\$100	\$180, buyers
Green Is. Cement	\$100	\$4, buyers
Maatschappij, &c.	Ga. 10	Ts. 75, sales
Major Brothers	T50	Ts. 21, buyers
Scharf's Oil & Bone		
Stores.		
Hall & Holtz	\$20	\$17, buyers
J. Lowallyn	\$80	\$55, sales
A. S. Watson & Co.	\$10	\$53, buyers
Central Foundry	\$15	\$8
S. Moutrie & Co.	\$50	\$20, sellers
Weeks & Co.	\$20	\$25, sellers
Lane Crawford & Co.	\$100	\$110
Dunning & Co.	\$50	\$20, sales
Hotels.		
Astor House Hotel	\$25	\$10, sellers
Hotel des Colonies	T12 1/2	Ts. 22, sellers

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

THORNE'S

OLD VAT

No. 4.

This vat was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1831

SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA & MANILA

A. S. WATSON & Co., LTD.

[1228]

GRACA & CO.

PRINCE ST. (Hongkong Hotel Building).

Dealers in

POSTAGE STAMPS, VIEW POST

CARDS, FLOWER SEEDS,

CIGARS, BOOKS, &c.

Just Received a Fine Selection of

FLOWER AND VEGETABLE SEEDS.

Also for Sale

A few rare Mexico provisional Stamps of

1 cent POSTAL, 2 cent and 5 cent

surcharge Cut Stamps.

Inspection invited. [1221]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description

in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [609]

MERRYWEATHER'S

Light Portable "VALIANT."



The Ideal Fire Engine and Steam Pump for CHINA.

Light Portable "VALIANT."

Can be used for a low cost through narrow streets, etc.

Ask for Illustrated Pamphlet No. 7384.

MERRYWEATHER & SONS, 63, Long Acre, W.C.

Works, Greenwich, S.E., London.



KEATINGS LOZENGES

THE BEST CURE

One gives relief. An increasing sale of over 20 years in a certain list of their marvellous value.

Sold in bottles everywhere.



RIGAUDO'S KANANGA

OF JAPAN

TOILET WATER

Beware of imitations.

RIGAUDO & Co.

8, rue Vivienne, 8

Paris-France

SAVARESE'S

SANDAL CAPSULES

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TO LET.

GODOWN, No. 5A, DUDELL STREET

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1911. [114]

TO LET.

10, MOUNTAIN VIEW, Immediate possession.

Apply—

Care of "Daily Press" Office.

Hongkong, 6th July, 1911. [491]

TO BE LET.

On or about 1st March, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs Wm. Powell, Ltd.

A. S. WATSON & Co., LTD., Alexandra Buildings.

Hongkong, 25th August, 1911. [1077]

TO LET.

66 "CREGGAN," 39, The PEAK.

GODOWNS, 151 to 155, PRATA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1911. [113]

TO LET.

OFFICES on 1st and 2nd Floors now in course of erection at No. 6, DES VIGUE ROAD to be let.

Apply to—

DAVID SASSOON & Co., LD.

Hongkong, 19th September, 1911. [1168]

TO LET.

No. 34, QUEEN'S ROAD CENTRAL (SHOP), opposite The Old Post Office.

No. 24, D'AGUILAR STREET, suitable for Godown, etc.

Lately occupied by Vienna Café & Co.

For Particulars, etc., apply to—

CHANG FAT, Care of YEE SANG FAT, Same address, YEE SANG FAT & Co.

Hongkong, 5th October, 1911. [1243]

TO LET.

THE BUILDING now in occupation of THE MERCHANTS BANK OF INDIA to be let from 1st January, 1912.

Apply

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA Capt. W. R. Hokey	About 13th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Capt. H. S. Bradshaw	Noon, 14th Oct.	See Special Advertisement
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA	CEYLON Capt. A. E. A. Baker	About 20th Oct.	Freight only
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SUMATRA Capt. W. R. Le Mare, R.M.S.	About 1st Nov.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th October, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 7th Oct., M'night.
NINGPO and SHANGHAI	"HUPPE"	On 7th Oct., M'night.
SWATOW and SHANGHAI	"PAOTING"	On 7th Oct., M'night.
MANILA, CEBU and ILOILO	"TAMING"	On 10th Oct., 4 P.M.
WEIHAIWEI and TIENTSIN	"TUKOW"	On 13th Oct., 4 P.M.
SHANGHAI	"ANHUI"	On 14th Oct., M'night.
MANILA, ILOILO and CEBU	"TEAN"	On 17th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 19th Oct., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample, Electric Fans fitted, Extra Staterooms on Deck, aft Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th October, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Saturday, 7th Oct., Noon.
MANILA	"LOONGSANG"	Saturday, 7th Oct., 2 P.M.
SHANGHAI via SWATOW	"CHOYSANG"	Tuesday, 10th Oct., Noon.
MANILA	"YUNTSANG"	Saturday, 14th Oct., 2 P.M.
SHANGHAI, KOBE & MOJI	"KUSANG"	Wednesday, 18th Oct., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUSANG"	Friday, 20th Oct., Noon.
TIENTSIN	"CHONGSHING"	Thursday, 12th Oct., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUSANG," "NANSANG" and "FOOSANG" leave about every 3 weeks Shanghai and returning via Kobe (Japan Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yagutsu Ports, Tsingtau, Weishaiwei, Chafoo, Hentsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 6th October, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING
"HAITAN"	Capt. J. S. Roscoe	TUESDAY, 10th Oct., at 1 P.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 13th Oct., at 1 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 17th Oct., at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 7th October, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SINGAPORE, KOBE & YOKOHAMA:	STEAMERS	TO SAIL
S.S. FREIENFELS	20th Oct.	
S.S. SLAVONIA	3rd Nov.	
S.S. SCANDIA	16th Nov.	
S.S. SPESIA	2nd Dec.	
S.S. SIEGIA	14th Dec.	
S.S. AMBRIA	27th Dec.	
S.S. GOLDENFELS	10th Jan.	
S.S. GOLDENFELS	24th Jan.	

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 6th October, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Ports in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct., at Noon
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov., at Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 1st Dec., at Noon
NIPPON MARU	11,000	A. G. Stevens	FRIDAY, 19th Jan., at Noon

Triple Screw, turbine engines. * Twin Sorews.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 13th OCTOBER, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon
KITO MARU	17,500	TUESDAY, 18th February, at Noon

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th OCTOBER, at Noon.

FARES FROM HONGKONG:

TO LONDON	£71.10.0.
TO VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN POINTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call.

TO ALL POINTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU," "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Sorews. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR

STEAMERS

TONS

(Gross reg.)

LEAVES

VICTORIA, B.C. & TACOMA

via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA

"CANADA MARU"

6,064

TUESDAY, 17th

Oct., at 11 A.M.

* The s.s. "Canada Maru" will not also call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for First Class Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Perols. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR

STEAMERS

LEAVES

TAKAO and ANPING VIA

SWATOW and AMOY

"SOSHU MARU"

SATURDAY, 7th

Oct., at Noon.

TAMUI VIA SWATOW,

and AMOY

"DAIGI MARU"

SUNDAY, 8th

Oct., at 10 A.M.

FOOCHOW VIA SWATOW

and AMOY

"CHOSHUN MARU"

WEDNESDAY, 13th Oct.

at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Building

S. HIROI,
MANAGER

772-778]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 11th Oct., 1911, at 9 A.M.

For Passages and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	AKI MARU Capt. K. Homma	7,000	WEDNESDAY, 11th Oct., at Daylight.
	MISHIMA MARU Capt. A. E. Moses	9,000	WEDNESDAY, 25th Oct., at Daylight.
	KAGA MARU Capt. M. Hagino	7,000	WEDNESDAY, 9th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. J. Richards	7,000	SATURDAY, 4th Nov., from Kobe
	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 10th Oct., at Noon.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	7,000	FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 24th Nov., at Noon.
	TOSA MARU Capt. T. Sato	5,000	WEDNESDAY, 11th Oct., at Noon.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	WEDNESDAY, 25th Oct., at Noon.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Wm. Thompson	9,000	FRIDAY, 13th Oct., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. K. Soyeda	7,000	TUESDAY, 17th Oct., at Noon.

* Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR SERVICE (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The Next Steamer to sail from Hongkong:—

"HIROSHIMA MARU," TONS 4,000, CAPT. DEGUCHI, ON 13th OCT.

1912 PASSENGER SEASON 1912

STEAMERS	TONS	CAPTAIN	FROM HONGKONG
TANGO MARU	8,000	K. Kawara	February 14th.
KAMO	9,000	F. L. Sommer	February 28th.
AKI	7,000	K. Homma	March 13th.
MISHIMA	9,000	A. C. Moses	March 27th.
KAGA	7,000	M. Hagino	April 10th.
ATSUTA	9,000	Wm. Thompson	April 24th.
ATSUCHI	7,000	T. Yamawaki	May 8th.
MIYASAKI	9,000	T. Murai	May 22nd.

FOR SEATTLE.

INABA MARU 7,000 S. Tominga February 27th.

TAMBA 7,000 K. Noda March 25th.

AWA 7,000 T. Irizawa April 23rd.

INABA 7,000 S. Tominga May 21st.

For further information, apply to—

T. KUSUMOTO, MANAGER.

[1061-14-40]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS

Leave

Connecting Steamers

Due

Due

to

Hongkong

from COLOMBO to

MARSEILLES & LONDON

2 days earlier

1 day later

COLOMBO

Steamer

Tons

1 P.M. SATURDAY

Steamer

Tons

SATURDAY

FRIDAY

ASSAYE 7500 February 3

HIMALAYA 7000 February 17

DELHI 8000 March 2

INDIA 8000 March 16

DEVANHA 8000 March 30

DELHI 8000 April 13

ASSAYE 7500 April 27

DELHI 8000 May 11

PET. WILH. KROMMES ELBERFELD.

SILK RIBBONS,
IMITATION SILK RIBBONS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 6th October, 1911.

C. G. BODEN & SOHNE,

GROSSROHRSDORF, i/Sa.

BRACES AND BELTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 6th October, 1911.

Hoehl Extra Dry

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 6th October, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN Route to EUROPE.

The attention of the public is drawn to page 10, para 26, of the Hongkong Postal Guide for 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The Sydney, with the Siberian Mail, is due to arrive here on Monday, the 9th inst.

The Aki Maru, with the Siberian Mail, is due to arrive here on Monday, the 9th inst.

FOR	PER	DATE
Haiphong	...	Saturday, 7th, 9.00 A.M.
Swatow, Amoy, Takao and Auping	...	Saturday, 7th, 11.00 A.M.
Bangkok	...	Saturday, 7th, 11.00 A.M.
Singapore, Penang and Calcutta	...	Saturday, 7th, 11.00 A.M.
Manila	...	Saturday, 7th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	...	Saturday, 7th, 1.15 P.M.
Macao	...	Saturday, 7th, 1.15 P.M.
Manila, Yap, Marana, Friedrich Wilhelmshafen, Rabat, Samarra, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	...	Saturday, 7th, 3.00 P.M.
Kobe	...	Saturday, 7th, 4.00 P.M.
Swatow and Shanghai	...	Saturday, 7th, 5.00 P.M.
Ningpo and Shanghai	...	Saturday, 7th, 5.00 P.M.
Hohow and Pakhoi	...	Saturday, 7th, 5.00 P.M.
Shanghai	...	Saturday, 7th, 5.00 P.M.
SIBERIAN MAIL TO EUROPE
Swatow, Amoy and Tamsui	...	Sunday, 8th, 9.00 A.M.
Shanghai, Kobe and Moji	...	Monday, 9th, 11.00 A.M.
Kobe, Yokohama, Victoria, Tacoma, Vancouver and Seattle	...	Monday, 9th, 2.00 P.M.
Batavia, Cheribon, Samarang, Soerabaya and Moessour	...	Tuesday, 10th, 10.00 A.M.
SHANGHAI, MOJI, KORE, YOKOHAMA, VICTORIA and SHANGHAI	...	Tuesday, 10th, 10.00 A.M.
Swatow and Shanghai	...	Tuesday, 10th, 10.00 A.M.
Europe, &c. India via Tientsin
Late Letters 11.00 A.M. to Noon. Extra Postage 10 cents.
Letters posted in all the Pillar Boxes in time for the first Clearance will be included in this contract mail
Swatow, Amoy and Foochow	...	Tuesday, 10th, 11.00 A.M.
Singapore, Penang and Calcutta	...	Tuesday, 10th, 2.00 P.M.
Manila, Cebu and Iloilo	...	Tuesday, 10th, 2.00 P.M.
Singapore, Penang and Colombo	...	Tuesday, 10th, 5.00 P.M.
Singapore, Penang and Bombay	...	Wednesday, 11th, 11.00 A.M.

VISITORS AT HOTELS.

HONGKONG HOTEL.	KINGSLAND PRIVATE HOTEL.
Mr. O. Beach	Mr. E. Arnold
Mr. F. W. H. C. G.	Mr. & Mrs. A. B. Crew
Mr. E. Fisher	Mr. W. A. Fraser
Mr. W. C. Bowerman	Mr. H. Bennett
Mr. & Mrs. J. Bryan	Dr. & Mrs. G. D. B.
Mr. R. C. Burgess	Mr. & Mrs. B. W. Brown
Mr. & Mrs. H. Buchardt	Mr. & Mrs. F. M. Crawford
Mr. & Mrs. M. Cameron	Mr. & Mrs. D. E. Donnelly
Mr. S. A. Crosby and child and nurse	Mr. & Mrs. C. P. Lammert
Mr. & Mrs. A. W. Cross	Mr. H. Hoffman
Mr. G. A. Chaney	Mr. & Mrs. A. C. Logan
Mr. P. T. Chi vers	Mr. & Mrs. H. A. Nisbet
Mr. W. E. Clarke	Miss K. A. Massey
Mr. J. W. Cranston	Mr. & Mrs. A. B. Moulder
Mr. & Mrs. L. Kennard	Mr. V. d'Oettingen
Mr. Davis	Mr. & Mrs. H. Pond
Mr. G. Dobna	Mr. & Mrs. T. P. Pridmore
Mr. W. C. Drew	Mr. & Mrs. C. Schiller
Mr. & Mrs. J. W. Eames	Mr. E. H. Ray
Mr. J. E. Edwards	Miss F. Reay
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COMMERCIAL.

EXCHANGE

CLOSING QUOTATIONS.

ON LONDON	October 6th.
Telegraphic Transfer	19 3/4
Bank Bills, on demand	19 3/4
Bank Bills, at 30 days' sight	19 3/4
Bank Bills, at 4 months' sight	19 3/4
Credits, at 4 months' sight	19 3/4
Documentary Bills 4 months' sight	19 3/4
ON PARIS	
Bank Bills, on demand	22 1/2
Credits, at 4 months' sight	23 1/2
ON NEW YORK	
On demand	184 1/2
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON CALCUTTA	
Telegraphic Transfer	134
Bank, on demand	134 1/2
ON SHANGHAI	
Bank, at sight	75 1/2
Private, 30 days' sight	76
ON YOKOHAMA	
On demand	88 1/2
ON MANILA	
On demand	88 1/2
ON SINGAPORE	
On demand	76 1/2
ON BATAVIA	
On demand	108 1/2
ON HAIPHONG	
On demand	7 1/2 p.m.
ON SAIGON	
On demand	7 1/2 p.m.
ON HONGKONG	
On demand	85
Synthetic, Bank's Buying Rate	\$1.05
GOLD LEAF, 100 lbs. per ton	\$57.70
BAR SILVER, per oz.	24 1/2 d.

SUBSIDIARY COINS.

Chinese	20 cents pieces.	per cent.
Chinese	10	\$5.43
Hongkong	20	\$4.51
Hongkong	10	\$5.28

SHARE LIST—QUOTATIONS.

HONGKONG, OCTOBER 6TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900
China Bank Corporation, Limited	60,000	\$12	all	\$101, sellers
China Light and Power Company, Limited	50,000	\$5	all	\$1.85, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$2, sal. & bu.
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 90 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5 1/2, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 44
Loan-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 69
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 24
Dairy Farm Company, Limited	40,000	\$12	all	\$23
DOCK AND WHARF.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sellers
Hongkong & Whampoa Dock Co., Ltd.	30,000	\$50	all	\$51
New Amoy Dock Co., Limited	10,000	\$64	all	\$7, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 85
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$200
Hongkong Electric Co., Limited	60,000	\$10	all	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$119, buyers
MANILA METROPOLITAN HOTEL LIMITED	15,000	\$10	all	\$11
Hongkong & Whampoa Dock Co., Limited	50,000	\$25	all	\$155, sales
Hongkong & Whampoa Dock Co., Limited	60,000	\$10	all	\$18
Hongkong & Whampoa Dock Co., Limited	15,000	\$10	all	\$7
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$217 1/2, sellers
China Fire Insurance Co., Limited	20,000	\$100	all	\$20, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$360, sellers
North-China Insurance Co., Limited	10,000	\$10	all	\$5, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$100, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$225 @ Ex 75
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	150,000	\$10	all	\$99, buyers
Hongkong Estate and Finance Co., Ltd.	6,000	\$50	all	\$73
Kowloon Land and Building Co., Ltd.	48,000	Tls. 50	all	Tls. 93
Shanghai Land Investment Co., Limited	12,500	\$50	all	\$47
West Point Building Co., Limited	16,000	Fes. 250	all	\$700
SOLETS FRANCAISES DES CHARRIERS DU TONKIN	230,000	\$10	all	\$3.20
Ruby Australian Gold Mining Co., Ltd.	25,000	\$10	all	\$113
Peak Tramways Co., Limited	50,000	\$10	all	\$1.00, buyers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$136, sellers
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$36, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$113, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$214
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, L'don. (\$5 10)
Shell Transport & Trading Co., Limited	2,500,000 def.	\$1	all	\$1 1/2, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$1.27
South China Morning Post, Limited	10,000	\$10	all	\$1.74, sellers
Steam Laundry Company, Limited	6,000	\$25	all	\$25
STORAGE AND REFRIGERATION.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$12, buyers
Wm. Perrell, Limited	15,000	\$7	all	\$4, buyers
Watkins, Limited	10,000	\$10	all	\$24
A. S. Watson & Co., Limited	90,000	\$10	all	\$57
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$10
Union Waterboat Co., Limited	100 fders	\$10	all	\$300
United Waterboat Co., Limited	50,000	\$10	all	\$74, buyers

Para Rubber in London	Amount.	Value.	Interest.	4/6 per lb. done.
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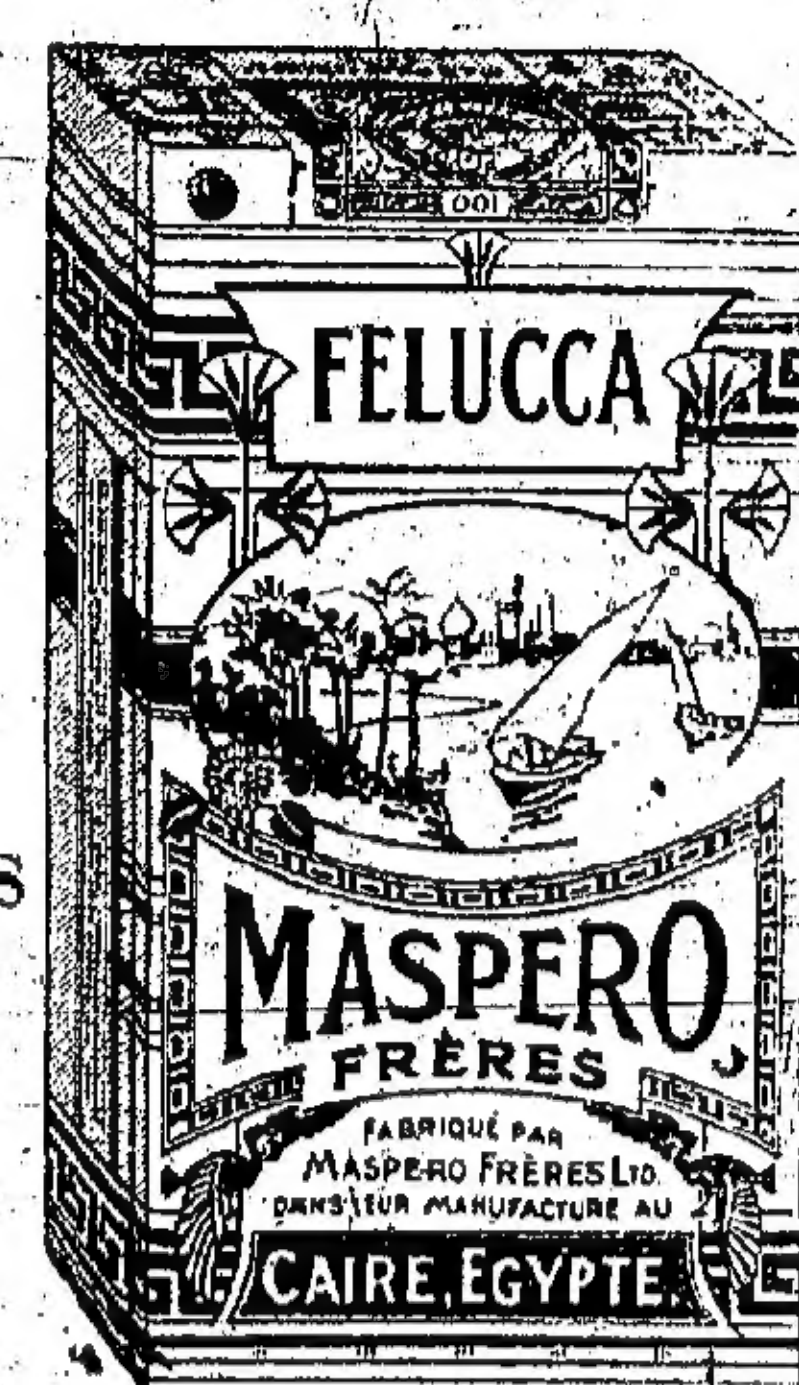
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TO-DAY

Noon.—Half-Yearly Meeting of Hongkong Jockey Club.
12.30 P.M.—Fifteenth Ordinary Yearly Meeting of The Dairy Farm Co., Ltd.
3.30 P.M.—Hongkong Polo Club Gymkhana at Happy Valley.
9 P.M.—Boxing at the Empire Theatre.

FORTHCOMING EVENTS.

Monday, 9th Oct.—Auction of Crown Land at Causeway Bay, by Public Works Dept., 3 P.M.
Monday, 9th Oct.—Auction of Crown Land at Kennedy Town, by Public Works Dept., 3 P.M.
Tuesday, the 10th Oct.—Extraordinary General Meeting of the Douglas Steamship Co., Ltd., Noon.
Saturday, 14th Oct.—Annual Grand Promenade Concert on the Hongkong Cricket Club Ground, at 9.15 P.M.
Thursday, 19th Oct.—Thirtieth Ordinary Meeting of Canton Insurance Office, Ltd., Noon.
Wednesday, 1st Nov.—Meeting of the Licensing Board in the Council Chamber, 2.15 P.M.

STEAMERS PASSED THE CANAL.

Sept 12th—Cham, Indien, 15th—Alicious, Benavon, Cyclops, Affian Prince, 19th—Ceylon, Kennel, Reper, Silene, Pandala, Arcadia, Freuenfeld, 22nd—Atula, Maru, Jeevic, Namur, Norr, Yushan, 25th—Denarty, Kowachi Maru, Nih, Porck, Neles, 29th—Dumbar, Glenstrae, Hiron Maru, Silesia, October 3rd—Aryonaz, Bragavia, Camar, Ithenshire, E. F. Ferdinand, Hitechi Maru, Mochan, Kanagawa Maru, Palermo, Relene, Prinz Ludwig, Tlan, Indravelle.

ARRIVALS AT HOME.

October 3rd—Suruga, Telamora.

VISITORS TO CANTON

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